

which are conducted by amateurs, with gloves not to exceed five ounces in weight, under the auspices of provincial commissions which have been authorized by provincial legislatures. In two or three provinces, notably in Ontario and Quebec, such commissions have been authorized, and recently a question has been raised as to the authority to carry on these contests under such provincial authorization.

The next is a provision brought forward at the instance of the Children's Aid Societies in various parts of Canada to amend the sections of the code in regard to acts of immorality and drunkenness in premises where children reside.

The third is an amendment which seems to have become necessary through recent occurrences, when stench bombs have been set off very frequently in moving picture theatres, and on one occasion I think in a church.

The fourth provision is to make a theft of the removal of logs lying in the bottom of streams and belonging to certain owners.

The other changes are very minor, more clerical than otherwise.

Motion agreed to and bill read the first time.

CANADIAN NATIONAL RAILWAYS

AUTHORIZATION OF PROVISION OF MONEYS TO MEET EXPENDITURES AND INDEBTEDNESS

Hon. R. J. MANION (Minister of Railways and Canals) moved that the house go into committee at the next sitting to consider the following proposed resolution:

That it is expedient to bring in a measure to empower the Canadian National Railway Company to issue notes for a sum not exceeding \$13,058,604.63 for refunding requirements and capital expenditures for the calendar year 1933, and to authorize the Minister of Finance, with the approval of the governor in council, to make loans on the security of such notes to an amount not exceeding the said sum; and to authorize the Minister of Finance, with the approval of the governor in council, to make temporary and accountable advances not exceeding in the aggregate \$47,941,395.37 to meet the net income deficits occurring during the calendar year 1933, the total of such deficits as certified by auditors appointed to audit the accounts of the company, to be included in the estimates submitted to parliament at the first session following the close of the said calendar year.

He said: His Excellency the Governor General, having been made acquainted with the subject matter of this resolution, recommends it to the favourable consideration of the house.

Motion agreed to.

RAILWAYS—POOL TRAINS

On the orders of the day:

Hon. R. J. MANION (Minister of Railways and Canals): The hon. member for South Perth (Mr. Sanderson), on the orders of the day yesterday, asked if the arrangements under which pool trains between the two companies are run had been approved by the Board of Railway Commissioners. I have information to-day that on March 21, by order 49675, the Board of Railway Commissioners approved of those trains.

CANADIAN NATIONAL-CANADIAN PACIFIC RAILWAY BILL

The house resumed from Thursday, March 16, consideration in committee of Bill No. 37, respecting the Canadian National Railways and to provide for cooperation with the Canadian Pacific Railway system and for other purposes—Mr. Manion.—Mr. Gagnon in the chair.

On section 1—Short title.

Mr. POULIOT: Mr. Chairman, I wish to register a strong protest against this bill, because it is submitted to a committee of the whole house instead of to the regular committee before which such matters are generally studied. At page 2777 of Hansard the Minister of Railways and Canals is reported as follows:

In connection with the question asked by the hon. member for Kenora (Mr. Heenan) as to whether or not it is my intention to submit this bill to the committee on railways, shipping and telegraph lines, I should like to say that it is my intention to suggest submitting it to a committee of the whole house. These matters have been dealt with very fully by the royal commission. This commission travelled from coast to coast and took evidence from all those who desired to submit evidence. They heard provincial authorities, railway officers, railway employees—public bodies and individuals—any who felt that they had some contribution to make to the solution of the question. In addition, the Senate committee heard further witnesses, most of whom had appeared before the royal commission, and it is my opinion that it is not necessary to go to the trouble and expense of hearing these witnesses over again.

In the same debate I am reported at page 3000 of Hansard as follows:

First I would say that the matter of expense is only a pretext. What was the expense of hearing witnesses in the Senate? Does the minister know? Will he tell us? Was it so much?

There was no answer to that question. Then I continued:

The railway debt is \$2,300,000,000, a figure—